

Exhibit G

Weekly Section of  
*The State*  
With News of Irmo and Other Communities

# IRMO ST. ANDREWS CHAPIN NEIGHBORS

The State

YOUR WEEKLY SECTION • Zone 1

THURSDAY, NOVEMBER 16, 2000



**Lezlie Patterson**  
Your Kids  
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## Kid stuff is a must for holidays

**C**HANCES ARE this time next week, you'll be smelling the turkey cooking.

The aroma will be mingling with green beans, corn and pumpkin pie.

The football fans of the family will be cheering the acrobatics of Randy Moss and Cris Carter or the finesse of Emmitt Smith, groaning when James Stewart breaks a tackle against New England and speculating about Drew Bledsoe's recent hand injury.

And in between the NFL games featuring Detroit vs. New England and Minnesota vs. Dallas, they'll be asking when dinner will be ready.

Then, there are the kids.

Which raises the yearly questions, what can you do with the kids while you're trying to cook the biggest dinner of the year and every other adult in the family is "helping" by staying out of your way and watching the football games in the den?

Watching the games with the adults is an option for some kids.

But for the younger kids, and those with either shorter attention spans or a lack of interest in football, you'd better have a few other activities in mind.

One idea: Kick the I'll-just-help-you-by-staying-out-of-your-way adults out of the den and make them entertain the kids. Rather than watch football, let them play a pickup game with the kids. Or head to the local park and

## District 5 board makes fresh start

Two new members join two incumbents

By SHANNON KING  
Staff Writer

With the election of two newcomers and the departure of a staunch critic of the administration, board members in District 5 of Lexington and Richland Counties are hoping for a fresh start.

The district's newest board members, Robert Gantt in Richland County

and Tom Ballou in Lexington County, began their four-year terms Monday along with incumbents Cindy Sweigart and Paula Hite.

Sweigart replaces Hite as board chairwoman. Nell Cannon is vice chairwoman and Beth Burn was elected secretary.

Gantt, 52, replaces George Summers, who decided not to seek a second term.

Summers was often critical of the administration's handling of finances and was at the center of many heated debates on the issue.

He walked out during a meeting in March because he was frustrated over the board's handling of a \$9 million capital projects proposal.

Summers wasn't always the catalyst for disputes. The entire board came under fire in April from residents and some district employees because members were considering cutting programs to have a balanced budget.

No programs were cut, and the board ended up adding programs to the \$37 million budget for the 2000-01

SEE DISTRICT 5 PAGE 2



Ballou



Gantt



Hite



Sweigart



## Chapin's new officer a breed apart

By JOEY HOLLEMAN  
Staff Writer

Chapin's police force, which has grown from two to six officers in the past two years, recently added a different breed of officer, literally.

Town Council on Nov. 7 officially approved the addition of Brooke, a 2-year-old yellow lab, to the town's crime-fighting unit. Chief Mickey Matney said Brooke will be cross-trained to sniff out drugs and bombs.

"We look at the dog like a basketball team's sixth man," Matney said. "I had officers fighting over the chance to work with this animal."

Officer Terry Sablotny won the honor, in part because he has two years' experience working with a canine unit in Arkansas. Sablotny and Brooke will go through state training programs.

Matney told Town Council that the cost of the canine program will be minimal. David and Stacey Hurt of Bear Creek Retrievers donated the dog. Matney estimated the annual expenses for food and veterinarian's visits at \$400. The chief said Brooke should be a good investment.

"We know drugs and weapons in school are a growing concern," Matney said. "We want to send a message of zero tolerance."



Exhibit H

History of Irmo Excerpt from  
The Greater Irmo  
Chamber of Commerce Brochure

## A BRIEF HISTORY

Located off the shore of Lake Murray and only ten miles from Columbia, the capital of South Carolina, Irmo was a sleepy little town of around 500 people in the early 1970s. Today, Irmo is one of the country's most sought after places in which to live.

The Cherokee Indians first roamed the waterways and woodlands of this area following the Cherokee Trail in central South Carolina. Later, German and Swiss immigrants were the first Westerners to settle the area bounded by the Broad River and Saluda River and extending to the Newberry county line. These "Deutsch" (Germans) discovered the Dutch Fork area in the mid 18th century having received land grants of approximately 200 acres each from the King of England. Small, self-sufficient farms were established in spite of the rocky, red clay which was unsuitable for plantation farming. Homes were simple structures of unpainted heart of pine.

The tranquility of this small, neighborly community was devastated by General Sherman's historic "march to the sea" during the Civil War. Looting, burning, slaughter and destruction defined the month of February in 1865 for the Dutch Fork inhabitants.



One of the few antebellum homes to survive Sherman's march is the Lorick home (pictured above), which was set ablaze more than once but was saved by its owners. This historic home was moved from its original site on St. Andrews Road to its present location near the intersection of Lake Murray Blvd., (Highway 60), and Highway 6 near the Lake Murray dam. It serves as the offices and information center for the Lake Murray Tourism and Recreation Association.

The origin of Irmo tells the story of the railroad's influence. Irmo was incorporated in 1890 and flourished along the tracks of the Columbia, Newberry and Laurens railroad on the high ridge between the rivers. The town was named by combining the first two letters of the names of two railroad company men: C. J. Iredell and H. C. Moseley.

A quarter of a century later, the largest earthen dam in the world (at that time) was built across the Saluda River, forming Lake Murray. The dam, along with the construction of I-26 adjacent to Irmo in the late 1950s, made possible the continuing rapid growth of the greater Irmo area. Beautiful Lake Murray provides much sought after real estate along its 520 miles of shoreline and provides a recreational paradise for the residents of Irmo - truly the "Gateway to Lake Murray."

Exhibit I

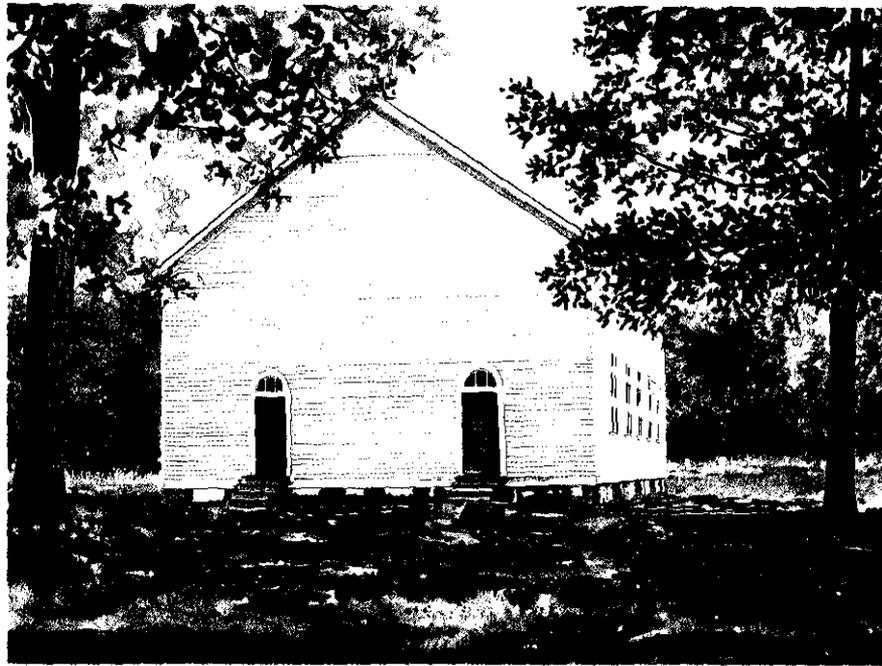
Excerpts from  
*Irmo and the Dutch Fork Legacy*

# Irmo and the Dutch Fork Legacy

A Centennial Celebration



## Irmo and the Dutch Fork Legacy



A Centennial Celebration

# **Irmo and the Dutch Fork Legacy**

## **A Centennial Celebration**

Gene Able, Editor & Chief Writer

**Published by The Independent News for  
The Irmo Centennial Commission**

December 1990

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P.O. Box 1015  
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### **Irmo Centennial Commission**

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Wilbur Derrick  
Bob Moseley  
Dwight Derrick  
Sarah Bowman  
Pauline Weed  
Polly Collins  
Ross Weed  
June Minnick, clerk

### **Irmo Town Council**

Maxcy Carter, Mayor  
Chuck Snow  
Walter Lindler  
Charlie Tyer  
Laurie Langston

# Prologue

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## Foreword

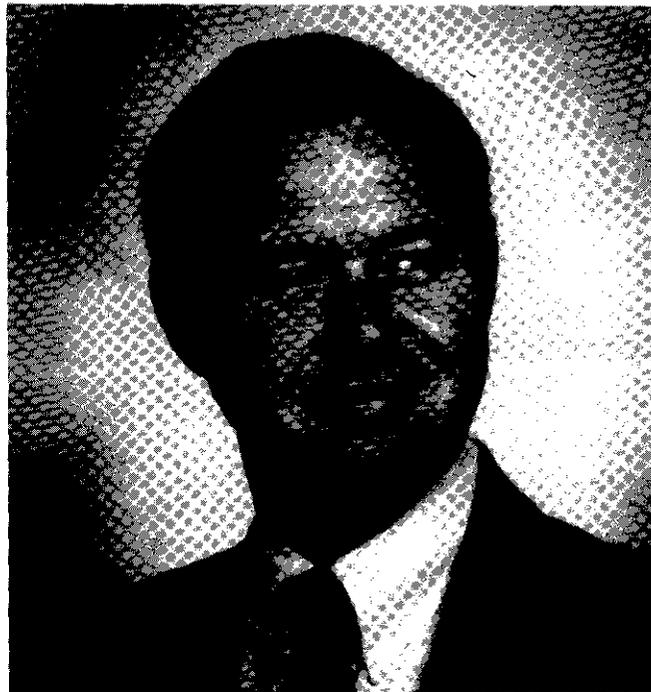
In February of 1989, NASA scientists sent a signal to a tiny robot some 3.7 billion miles from Earth. Alone in the vast vacuum of space, the spaceship Voyager turned slowly and focused its cameras on the blue dot from whence it had come. All of us, from time to time, even our space scientists, must take a moment and look over our shoulder back toward our beginnings.

As we charge along in our breakneck race into the future, it is important that we occasionally look back so as to maintain our perspective, reassess our mission, and remember the hard work and sacrifice of those who came before us. This book is our effort to look over our collective shoulder and hopefully gain some new insight, from a brief look back, about what Irmo was, what it has become and where we want to go from here.

This effort to preserve a piece of our heritage has not been easy. Working through a committee is almost always difficult, but to blend the memories and perspectives of dozens of people with the limited and widely dispersed written historical material about Irmo and the Dutch Fork area was a superhuman task. We are especially fortunate to have had a few extremely dedicated individuals who committed themselves to the task.

Among those folks there are four who stand out and without whom there would likely be no book about which to write a foreword. Gene Able is the primary author and editor of *Irmo and the Dutch Fork Legacy*. Mr. Able volunteered his time and talent as a writer and has served as the clearinghouse for reams of information. I can attest to the many hours of hard work he has put into this effort, not without some moments of frustration. The Irmo Centennial Commission had explored many options and individuals, all of which came to naught, and the book project was floundering. Finally, Gene came along and saved it. Gene Able resuscitated a good idea that was all but dead, and for that and his hard work to keep this book alive and bring it to completion, I thank him and we should all thank him.

Furman and Louise Younginer together have more than 30 years of service to the Town of Irmo. Even if they had not been designated officially as town historians, they would be the unofficial historians of Irmo. No one else has lived the history of Irmo and the Dutch Fork as have the Younginers. For them, the work of this book has been very much a labor of love. There can be no doubt in anyone's mind that Furman and Louise Younginer love Irmo and the Dutch Fork. They were raised here as were their ancestors, and they have raised



Mayor Maxcy Carter

their family here. Their contribution to *Irmo and the Dutch Fork Legacy*, has come directly from their hearts. I know that they have labored long and hard and that they invested much "blood, sweat and tears" in this project over these many months. This book would not have had the warmth and personality that permeates the story of Miss Carrie Smith or the eyewitness description of the growth of the CN&L Railroad without these two special people. We can never thank them enough for sharing these special memories with us.

Every successful project I know of has had one person who was so full of optimism and faith that they can always preserve the peace, encourage others to greater effort, and all the while never slow as they relentlessly pursue the goal of the project. Jane Dunbar has been that person for Irmo and the Dutch Fork Legacy. Even on the days when it seemed that this book could never happen, she has managed a word of encouragement and faith in this effort that always seemed to pull things back together. She has untiringly pursued pictures and stories, and she has been the source of support for others more directly involved in the actual writing. And when some were too frustrated to go on, she was the cheerleader who managed to inspire the second effort needed to con-

tinue. Jane Dunbar's contribution to the book was indispensable.

As you read this book, you will find not only documented historical facts but also remembrances that may not be as accurate but are equally important to understanding the people who lived in and around Irmo. They, the people, are after all what makes any history important. They are the foundation upon which this very special community has been built. In spite of the tremendous increase in our population in recent years, the spirit and values of these individuals still live in Irmo today.

**Maxcy Carter**  
**Mayor of Irmo**  
**Sept. 15, 1990**

## Introduction

This book represents about three years of work crammed into a period of six months. By all rights it should have been planned at least two years earlier, but things happen sometimes and it can be aptly said that this book happened. It is not meant to be the definitive history of Irmo and the lower Dutch Fork area. Such an endeavor would take years of research in the archives, combing through letters and diaries and scanning the headlines of newspapers through the century of Irmo's development and the decades and century preceding the founding of the town.

It would be best to describe this as an informal history. Much of it is based on historical data, but history has never been an exact science. Much more is based on hearsay and the impressions of people—either written or oral—who lived in the Dutch Fork or, in some cases, just passed this way.

As you peruse these pages and soak in the visual images of photographs that have been collected and displayed herein, let this be an odyssey into the past for you. Let Carrie Smith, John Williams, Jacob Haltiwanger, Yost Meetze, Godfrey Dreher and "Aunt Babe" Lindler be among your guides. All of these, plus dozens more, bring their own unique perspectives into the telling of the Irmo and Dutch Fork story. They won't all agree, but that makes it all the more interesting.

You will encounter people with German names that still sound German, and others with German names that sound English or French or Scottish. You'll see Metz spelled three different ways, none of them the way it was spelled by the first settler of that name who came to these parts in the late 18th century. We've tried to clarify things by offering the modern spelling in parentheses in references with early spellings. And sometimes we just give alternate spellings that we have come across.

We have not attempted here to do a genealogy, although we often mention the names of several families that were perhaps involved with the founding of a

church. Our purpose is to provide examples and to ferret out interesting stories, with no commentary on our part as to how much truth is balanced against whimsy or legend. The telling of stories is a kind of oral history that is partly factual and partly embellished. But somewhere in there is the kernel of truth, or, if not, at least the makings of lively entertainment.

If you are a true Dutch Forker, we hope you will find here the preservation of the legacy and folklore of *Irmo and the Dutch Fork*. If you are among the many who have come to this place between the rivers in recent times, we hope that you will absorb this legacy with an appreciation for its history and the people who forged Irmo and the Dutch Fork Legacy.

**Gene Able**  
**Editor**

## Welcome changes

*Editor's note: The following comments from former Mayor Furman Younginer address the changes in Irmo over the past 40 years.*

I have welcomed this development. I know how things were before and life is much better now. I am pleased to have had an opportunity to provide leadership through the town government during this period of great growth and change. The Irmo Fire District was created by Legislative Act, the Irmo Water System was completed in 1967 and later sold to the City of Columbia, house numbering was instituted, many new streets were paved, street lighting was expanded, a successful program of grass cutting and beautification along the streets was begun, first police cars, tractors, trucks, mowing equipment were purchased, large tracts of land were annexed (including Friarsgate), and a new, debt-free town hall was constructed.

Occasionally, someone will say, "Don't you wish for the good old days?" Life was good back then and there was much to be thankful for, but think about how it really was compared to today. Life was not easy without mechanized equipment, electricity, refrigeration, paved roads, air conditioning, washing machines, dryers, insulated houses, modern advanced medical science, TV, computers, and the list could go on and on.

I have had the opportunity to be a part of the change and development in the Irmo area, and I sincerely believe the change has been for the good of all. Life is good and may we remember the past with appreciation for all that has been accomplished and continue to look to a better way of life for all. May an attitude of thankfulness and spirit of goodwill prevail as we all work to better our town, Irmo.

**Furman Younginer**  
**Former Irmo Mayor**

# Chapter 12: Life in our town

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## Springs, Pumps and Water

*By Louise Younginer*

Where you got your water from in the early times of Irmo depended on where you lived. Most homes got their water supply from shallow hand-dug wells with terra cotta lining. The well was usually located very near the house for convenience. Some homes located away from the railroad ridge at a lower elevation, such as the Church Street and Irmo Drive areas, used nearby springs for water.

There were two public wells—one located at the depot the other on Gibbes Street near the Irmo Academy where people could come and help themselves. The town supplied the buckets and chain. The “grabs,” used to retrieve the bucket when it became dislodged or stuck at the bottom of the well, were in custody at a nearby residence.

Almost every house had rain barrels and tubs at the eaves of the house to catch rain water for certain uses around the house where good clear drinking water was not required. This was quite a savings in labor of drawing and carrying water from the well, which was a limited supply at best.

There was the ever-present problem of the well going dry and/or filling in with quicksand. The quicksand flowed in at the bottom of the well and this necessitated getting someone to go down into the well and “clean it out”. The quicksand was scooped into buckets by the worker inside the well and hauled to the surface. The color was reddish brown with the decomposition of extremely fine and smooth particles in the watery flow.

The coming of electricity in the 1930's made electric well pumps possible and brought the desire for running water and indoor plumbing. Shallow wells offered an inadequate supply of water for these conveniences.

New demands led to the need for a deep well. However, this was relatively expensive; it involved the cost of drilling, casing (usually six inches, although some were only four inches in diameter), the pipe that reached to the water source, the pump, the water tank and then the pump house, which had to be well built to protect from freezing.

After considering all the costs and the hard times of the Depression, the reaction of a local farmer was understandable — “I think I would have to work harder to pay for the convenience than I would to do without it.” He continued to draw water from the old well and carry it by bucket for farm and household needs.

Drilled deep wells began coming in during the 1930's, usually at a depth of about 200 feet. Most wells

in the Irmo area tapped a good supply of water, however occasionally another site would have to be chosen. Water in certain areas to the east of U.S. Highway 76 was hard and of poor quality. The locals referred to this as “lime” water.

During the winter the warning of a hard freeze had to be heeded with a scurry to collect some water in buckets and turn off the water and drain the pipes for the night. This was in the days before insulated houses and underskirting, so the exposed pipes were easily frozen and did not thaw until the temperature reached well above freezing the following day. In some cases there might be several days before the pipes thawed. Oftentimes some pipe or outside faucet would burst, and this meant waiting for plumbing repairs and therefore a longer period without water.

The pump house usually had a faucet directly tapping to the tank so that water was available there in such emergencies.

In addition to the problems with frozen water pipes, there was also the risk of a breakdown of the pump at any time and being without water until the serviceman could come. Even then there might be further delay until parts were obtained. There was a local expression that the pump must know when weekends and holidays occurred, since that was the usual time for a breakdown. Consequently, dependence on individual water supply was far from ideal.

During the 1960's the State Health Department conducted a routine check of the water at the Irmo school and found contamination that resulted in an unsatisfactory rating. Further testing of wells in Irmo resulted in unsatisfactory ratings for a high percentage.

Then the Town Council decided that it was advisable for the town to begin seeking financing to develop an Irmo Water System. The City of Columbia's water line was several miles away. At the time there seemed to be no prospect of extending the lines to the Town of Irmo any time in the near future. Engineering studies by B.P. Barber and Associates recommended a system based on a water supply from two deep wells which would serve all sections of the town. Financing for the project was obtained through a \$150,000 loan from the Department of Housing and Urban Development (HUD) secured through revenue bonds. A payment schedule was arranged so that the water revenue would retire the indebtedness over an extended period of time.

B.P. Barber Engineering designed the system and specifications and arranged for the opening of bids at the Irmo Town Hall. On the basis of the bids, the contract was awarded to Kahn & Jackson Construction Company.

Work began on New Year's Day in 1967 and water began flowing to Irmo customers the following summer. It was a welcomed utility as some homes had been without running water, and others still used spring water. Even those with private wells were bothered with low pressure and an uncertain supply. The saying "you never miss the water 'til the well runs dry," was in a way reversed to Irmo customers who were especially thankful since most had inadequate water service to begin with.

The water supply came from two deep wells, one back of the first Town Hall on Woodrow Street, which produced about 75 gallons per minute, and the other located on Fork Avenue where the Town had purchased a small lot for the well, necessary ground-level tank and pump house. It initially produced a high volume of water at 200 gallons per minute. The 75,000 gallon elevated water tank on tripod legs was located at the Town Hall site and proudly proclaimed "Irmo, S.C." in large letters on both sides of the tank. Just before completion of the system, testing of the water revealed the necessity of treatment, so this required an additional loan of about \$15,000. The loan was approved after much apprehension regarding the delay in opening the system.

The problems encountered with individual wells and pumps was not entirely eliminated with the town system. Now instead of having one family out of water, the whole town could be out of water in case of pump failure, broken mains and other problems. The mayor made many emergencies repairs in order to quickly restore water service. In the late 1960's, Christmas Eve found the mayor down in a mud-filled hole repairing a blowout on a major water line.

On another occasion there was a break in the line on S.C. Highway 60 and water was cascading over the roadway. This was also expeditiously repaired by the mayor, since cost of paying a repair crew from Columbia would be expensive for the town budget. Also, there was the time involved while the water tank was being emptied and the whole town would be without water. Only once was it necessary to call a repair crew and that occurred when a water valve had to be replaced.

In the early 1970's, the water flow from the Fork Avenue well declined drastically, but flow at the other well remained relatively constant. During this period, a major fire occurred when the Madison Lorick house burned. This house was located between the present Town Hall and the Leitner house on Woodrow Street. In fighting the fire, the Irmo water tanks were emptied. With the limited flow from the wells, there was uncertainty about the extended recovery period before water would be sufficient for the town. Mayor Furman Younginer contacted Columbia mayor John Campbell on Saturday afternoon as Irmo water had been depleted. Mayor Campbell graciously offered to cooperate by making fire hose connections between the Irmo fire

hydrant on St. Andrews Road near the Lexington Medical Center and the nearest Columbia hydrant at that time on the corner of Wescott and St. Andrews Road. The Irmo Fire Department and the Columbia Fire Department personnel ran pumpers all Saturday night to fill the Irmo tanks, and that was completed early Sunday morning. Mayor Younginer and Mayor Campbell were on the scene most of the night with the firemen during the emergency. This cooperation with the City of Columbia was deeply appreciated.

With the growth of development in Irmo and the need for a greater supply of water unavailable from the wells, an engineering study concluded that it would require over \$4 million to develop a water system using Lake Murray as a source of supply. The City of Columbia offered to buy the Irmo Water System, since by this time only about half a mile separated the two water systems.

The Town of Irmo followed the advice of the consulting engineering firm and agreed to sell the system since Irmo was in no position to develop an independent water treatment plant on Lake Murray. The Irmo Water System was sold and the entire indebtedness retired. Development in the area was so rapid that the Irmo system was inadequate and outmoded in the seven-year period of operation. Columbia replaced many of the main water lines with larger cast-iron pipes and built the elevated water tank on Nursery Road. The old Irmo water tank was dismantled a few years later.

The City of Columbia's Lake Murray water treatment plant at the intersection of Irmo Drive and S.C. Highway 6 was completed in the 1980's. Water mains are being placed to serve much of the Dutch Fork, extending to the neighboring town of Chapin, which has experienced problems in recent years with a well-based water system.

## Post Office

Raymond S. Younginer served in government mail service for about thirty-seven years as Irmo postmaster from 1929 to 1949 when he transferred to the position of rural mail carrier out of the Irmo office and served in that capacity until his retirement in 1965.

He remembers well his years in the mail service and the changes which have taken place in the Irmo Post Office. A life-long resident of Irmo, veteran of World War I and now, at 94 years of age, "Mr. Raymond", as he has been known through the years, is one of Irmo's oldest citizens.

When he was appointed postmaster in 1929, this was a third-class post office, still enjoying the extra business brought in with the building of the dam. Mail was received and dispatched by train. The 3 a.m. train brought mail in and picked up the mail bag with outgoing mail. The next train came by late in the afternoon. It was the custom for a number of citizens to go to the post

office after the train passed to get the mail. Stamps for letters were two cents, and postal cards were one cent. The postmaster was regarded as a representative of the federal government, and patrons often sought advice and help from him on a variety of matters. During the Depression, he also served in the distribution of commodities, staple foods and basic clothes. The supplies were brought in and stored in a vacant building next to the post office and distributed to the needy unemployed as a relief measure.

During the '30's and '40's, local farmers involved in raising poultry often ordered baby chicks by parcel post. Sometimes it was necessary to take the chicks to their destination if the addressee failed to come by the post office. As he states, "I always accepted my responsibility with seriousness and served the community well."

Raymond Younginer traces the history of the Irmo Post Office back to the early years of incorporation. About 1890, Elias Meetze was first postmaster and the office was located in his store, now in 7300 block of Woodrow Street. Later, J. W. Hook was postmaster and the office was located in his store; he was also CN&L agent at that time. When S. Augustus Mathias was appointed postmaster, the office moved to the Mathias store about a block north, at the corner of Woodrow Street and Columbia Avenue. All of these post office locations were within a few hundred feet of the depot.

Some years later, Omerle W. Lorick was appointed postmaster and the office moved back near the original location. Then in 1914, the office was located diagonally across the railroad tracks to the west side and remained there until moved in 1978 to the present location at Irmo Village Shopping Center. After Omerle Lorick resigned, O. W. Lowry served until 1929 when Raymond Younginer was appointed in the position. He served until 1949 when Sybil Nunnemaker Koon was appointed. Upon her retirement in 1969, Alice Adkins, who had previously served for about ten years as an assistant in the office, was appointed postmaster. After her retirement in 1980, Myrtle B. Wilson was appointed and continues to serve as Irmo postmaster. Irmo native Eva Mae Bickley Monts was associated with the Irmo Post Office for many years and upon retirement was cited for her distinguished service.

The post office had been located near the corner of St. Andrews and Fork Avenue for nearly 65 years. Just before moving to the more spacious new location, there was a move by the U. S. Postal Service to close the Irmo office and transfer Irmo service to a branch of the Columbia office. There was widespread public objection to this proposal. With the leadership of Mayor Donald Lovett, the Irmo Town Council, former Mayor Furman Younginer, and other elected officials, the Irmo Post Office was retained and settled in spacious facilities now occupied, thereby preserving the identity and heritage of the Irmo Post Office.

Some years prior to this, several delivery routes had been transferred to the Columbia Post Office because of lack of space at the Irmo office and are still served from Columbia. Thus some residents of the Town of Irmo have Columbia mailing addresses.

In the early years, there was one rural mail delivery route from the Irmo Post Office. Longtime rural mail carriers Olin Nunnemaker, Emory D. Younginer (39 years) and Raymond Younginer together served over a period of about 60 years. At first, mail was delivered by horse and buggy and later by automobile. The "mail man" was a well known figure in the Irmo section of the Dutch Fork. With the greatly increased population of recent years, a number of routes now cover this area.

## Town Halls

From the beginning of the town government in 1890, town council meetings and precinct voting for elections were held at a local store. Since Lorick's Store was the largest in the town, voting was usually conducted there. The town council meetings were held at the Lorick or Mathias stores, and later at Bouknight's or Blanchette's, depending on whether the storekeeper happened to also serve on Town Council.

As the town population grew, the need for a town hall became acute. After carefully saving the little income and keeping expenses to a bare minimum, sufficient funds were available to purchase a small lot and build the brick building on Woodrow Street near the Highway 60 intersection. The cornerstone for the first town hall building proudly proclaims that it was erected in 1953.

This building was soon overgrown, but served until 1977. Then Mayor Furman Younginer and several members of the Town Council decided not to seek re-election on the September ballot. The Council had long hoped to build an adequate town hall. Again, after carefully monitoring expenses, sufficient funds had been saved to finance the new building on a cash basis. A lot on Columbia Avenue was purchased from M.C. Smith, a local builder. The services of designer David Peek and Larry Gulick of Janrick Construction Company were obtained and, within less than three months after laying the cornerstone the town hall was completed. Additional facilities included a metal storage building at the back of the lot, an attractive brick base sign at the front proclaiming "Irmo Town Hall", a flag pole and landscaping donated by Stephenson's Nursery.

The third town hall located at the corner of Woodrow Street and Columbia Avenue was completed in January 1988. This is a handsome building which houses the administrative offices of the town. Formerly the Mathias-Lown House, this 80 year old Victorian cottage was moved and restored and serves as a symbol of historic preservation for the Centennial observance.

## Police Department

Crime during the early years of the history of Irmo involved some incidents of theft, crop stealing, public drunkenness, domestic complaints, traffic violations and similar offenses.

Law enforcement was maintained by the Irmo police with assistance of the Lexington County Sheriff's Department upon request.

The town jail, which was built at the time of incorporation, was located in the portion of Columbia Avenue on the west side of the railroad track. This structure of about ten by twelve feet in size had bars on the two end windows, a solid wood door with a heavy lock and completely bare room inside with a small opening in a raised portion for personal toilet use. This was used some during the early years as a holding cell for very short periods of time.

When the first town hall was built in 1953, two holding cells with restroom facilities were located in the back of the structure with a meeting room at the front. The old jail had become dilapidated and was to be torn down. At the request of a nearby homeowner, it was moved to provide outside storage space, thus saving the cost of demolition.

As the population of Irmo increased, so did the need for increased police service. Around 1980, the police department was reorganized on a 24-hour basis.

After 100 years, the Irmo Police Department now has a police chief and 15 officers. This department is now housed in the Younginer Building, named for long-time Mayor Furman Younginer. Police court is conducted in the meeting room of this building.

## Roads

The 1889 Town Map shows a typical city layout plan with 300 foot blocks and wide streets in the center of the town. In reality, most of the streets in use were just narrow trails to accommodate pedestrian, horse and buggy, or mule and wagon traffic.

Some property owners declined to donate streets, and therefore the street plan did not cover the entire town limits.

Highway 76, which follows the Old State Road and was known locally as the "Big Road", was paved in the 1920's. A well was drilled for use in mixing concrete for this road at the 12-mile post at Old Well Road in Friarsgate. A spur track was built at this site for bringing in the cement, sand and stone for the concrete used in building the road segment from Columbia to Chapin.

Highway 76 was widened and improved in the late 1930's. The same site for mixing roadway materials was used. The well was reopened and the spur track rebuilt since all materials were brought in by rail via CN&L.

Highway 60, Newberry Avenue, was paved in 1929 to provide access to the just-completed Lake Murray

Dam. Traffic was heavy on Sunday afternoons during the 1930's since this was a favorite route for pleasure drives—out from Columbia on 76, Highway 60, then to Irmo and across the dam, on to Lexington and then Highway 1 back to Columbia.

Perhaps the first effort at beautification occurred early in the town history when Irvin Nunnemaker planted elm trees on both sides of Woodrow Street. On the original town map, Woodrow Street is shown on both sides of the track. In the 1980's the west side was renamed St. Andrews Road, and the east side remained Woodrow Street. The elm trees remained until Woodrow Street was widened and paved.

Woodrow Street from the intersection of Highway 60 to Highway 76 was paved in 1939. A sidewalk was paved along this road from Highway 60 to Union Church.

In 1949, under the leadership of Mayor J.A. Leitner, an allocation was obtained for paving several streets in Irmo including St. Andrews Road (Woodrow Street), Lexington Avenue, and Gibbes Street around the school building. During Mayor Leitner's administration, the first street lights were installed in Irmo along Woodrow Street.

In 1960, during Mayor Furman Younginer's administration, allocation was obtained for the paving of most of the remaining opened streets in Irmo.

During the 1980's traffic had greatly increased with the population increase. St. Andrews Road was widened to four lanes, five at intersections. A few years later Highway 60, Newberry Avenue, was widened to four lanes through the center of town.

Travel was treacherous on muddy roads. The vehicle could quickly slide into the ditch or become stuck in the deep ruts which had formed from traffic. The school buses were often late for school because of the muddy roads. Sometimes the driver would order the students out to lighten the load, while the bus would skid and slide up a muddy hill. Then the students would reload and continue on their way to school. Until the 1970's, many of the rural roads were unpaved, so road conditions remained a constant problem.

On the unpaved roads around Irmo, wooden bridges spanned the streams. The boards were loose from the traffic and bumped up and down as the vehicle passed. A few streams were crossed by a ford. Children enjoyed crossing the ford on Weed Road - it was exciting to ride through the stream.

Part of the neighborliness and hospitality of the Dutch Fork populace was to lend a ready hand when auto travelers were stuck in the mud or encountered mechanical trouble. The early cars were rather unreliable; there were break-downs and flat tires. Furman Younginer's grandfather was returning from a trip to Lexington around 1920 and his car became stuck in the mud after leaving the Saluda River ferry near Nursery Road. He summoned his sons to bring the mules down to the river to pull the car out of the mud.

During dry weather, houses located along the road became covered with red dust from the road. Housewives had to keep the doors and windows closed to keep the dust out of the house. After the summer of dust, a heavy rain came, and water was collected in buckets from the eaves. This water was used to wash the front porch and scrub the floor. In the old days, it was expressed as “time to scour the porch.”

## Interstates

The coming of the railroad 100 years ago left its impact, but the coming of the Interstate Highway 26 in 1959 is perhaps one of the most significant factors in the great growth and development of the Irmo area in recent years. The development of the interstate highway system is one of the accomplishments attributed to the Eisenhower administration.

The segment of I-26 from Irmo to Columbia was one of the first completed, and this placed our area within minutes of downtown Columbia. To quote a popular bumper sticker a few years ago, “Columbia is ten miles from IRMO.”

Later with the building of I-20, Irmo was conveniently located near the intersection of the two interstate highways.

## Beautification

One of the most prevailing impressions of Irmo during the years before the development of mowing equipment is of the town being so completely overgrown with tall grass and weeds. A small area was cleared around the houses and the roads were overgrown with the exception of the narrow trails where the traffic kept the growth down. The weeds grew up in the middle of the trail and brushed against the bumper as the car passed along. During the 1960's, Irmo began a beautification program which included cutting the grass on a regular basis, with the sling blade and hired laborers.

In the late 1960's, the town purchased a tractor with mowing equipment. Then Mayor Furman Younginer and his son Paul mowed the grass along the tracks, the streets, and highways within the town limits. Monthly litter pickups were financed through the town.

For the past 12 years, the Tae Kwon Do students of Albert L. Karst, Sr., a Fork Avenue resident, have picked up litter on Woodrow Street on a regular basis. Many townspeople have expressed their appreciation to Mr. Karst for supervising this project and instilling pride and respect for our town.

Irmo maintains a commendable interest in beautification. The town owns a tractor and truck for use in grass cutting along the streets and the yards around the Town hall and Younginer Building. The Irmo Appearance Commission is active in promoting an interest in landscaping and the beautification of new business construction and business signs in the town.

The Town Council has adopted regulations in regard to the appearance of property.

Lexington County Beautification efforts win state awards. The highway clean-ups are promoted and Irmo is part of this effort. During Mayor Younginer's administration, he worked closely with Lexington County Council in developing the green box service for residents living outside a municipality.

## Garbage service

Organized garbage service for the Town of Irmo was begun in the 1970's. Prior to this time there were six or seven collectors who picked up garbage in open trucks on an individual basis. The Town Council passed an ordinance for garbage collection (subject to regulation), invited bids, and awarded the contract to the lowest bidder who had the necessary equipment.

## Lost to fire

From the early days of Irmo, the cry of “Fire!” spread terror through the community. With the water supply limited to the rain barrel and water drawn from the well or spring, there was little that could be done other than make a valiant effort to remove as much as possible from the house.

Since the beginning of Irmo in 1890, a number of fires have occurred in the town. The list included the following:

1. Meetze home on Columbia Avenue
2. James Lorick home
3. Gibson home
4. Nunnemaker home
5. Doctor's office
6. Derrick store building
7. Fortune home
8. Lorick home on Newberry Avenue
9. Lorick home rebuilt
10. Harris home
11. Corley home
12. Harbison Administration Building
13. Harbison dormitory
14. Harbison church
15. First Irmo High School Building
16. Madison Lorick home
17. Bouknight-Jesse Folk home
18. Brannon home on Irmo Drive
19. Brannon home on Carlisle Street
20. Home in Coatesworth
21. Mobile home off Woodrow Street
22. Leitner's Store
23. Weed home off Newberry Avenue
24. Bowman home off Newberry Avenue
25. Store in Irmo Village Shopping Center

## Fire Protection

During the early 1960's, the need for fire protection for the Irmo area was addressed by the Irmo Town Council. Mayor Younginer, with the full support of the Council, developed plans for the Irmo Fire Department.

A referendum resulted in a favorable vote, and Bill 393 (6-5-63) was passed by the state legislature and met the necessary legal requirements to form a fire district. Fire district boundaries were set and the first volunteer fire department was formed. The first building was located on St. Andrews Road; the first fire truck was delivered in 1964.

Presently, Irmo has a well-trained staff consisting of 13 full-time employees and 25 volunteers under the leadership of Chief Ed Flowers. The Irmo Fire District has the latest and some of the most effective fire fighting equipment in the Midlands.

## Turning on the power

Electricity came to most of the town of Irmo through South Carolina Electric & Gas Company about 1930. Service was gradually expanded throughout the area in the following years.

The pre-electric days in Dutch Fork for many meant bath water was warmed by the sun or heated on a wood-stove. Women scrubbed clothes on wash boards, cured meat in smokehouses, kept warm by open fires and cool with cardboard fans. A few farmers in the area had generators and Delco plants to provide power for the farm and lights for the house.

Things began to change when the Saluda hydroelectric project at Lake Murray started generating power and Roosevelt created the Rural Electrification Administration.

The latter was a program that provided funds for the building of electric lines in the rural areas. A meeting was held on July 11, 1940 at St. Jacobs Church in Dutch Fork for those people who were interested in getting electricity from the newly formed Mid-Carolina Electric Cooperative. Mid-Carolina had been incorporated a month earlier by nine men from Lexington, Richland, Saluda, Aiken and Newberry counties. Local

residents, C. H. Wise and G. M. Eargle represented Dutch Fork on the Board of Trustees.

Dutch Fork became the first area to receive power from the Cooperative. On November 27, 1940, 2.5 miles were staked in preparation for pulling electric lines into the area. Dutch Fork members of the Cooperatives were urged to begin getting their homes wired immediately after the staking crew passed their homes. After the war years, conveniences for farms and homes became numerous. And, in the early 1960's and '70's electricity continued to stimulate growth in Dutch Fork.

## Heating

The older homes had open fireplaces equipped with fire dogs for burning wood. In the 1920s, some of the chimney openings were modified with a grate for burning coal which was more readily available. Lorick's Store, and later Leitner's, sold coal. The hopper car of coal was unloaded on the railroad right-of-way near the depot and across the track from the store. Then the coal was delivered by truck to customers in the Irmo area.

At first open grates were used, then many homes enclosed the open fireplace with sheet metal with an opening for the stove pipe of a laundry heater which burned coal. This heater was the lower half of the pot-bellied stove with a top surface that could be used for cooking, etc. The grate in the laundry heater was replaceable, which was a good feature since the intense heat in the small fire bowl caused the grate to burn out after heavy use.

Another heater in wide use during this time was the "trash burner" which was a small oval-shaped unit of lightweight sheet metal with a rather heavy steel bottom and a top opening with an adjustable draft control.

The Ashley heater became popular in the 1930s and was a larger and more durable version of the trash burner. This stove had a bottom draft control which could be closed sufficiently to hold the fire overnight which was a desirable feature.

Before the use of insulation and well-fitted windows and doors, winter cold was quite a problem in the old homes.

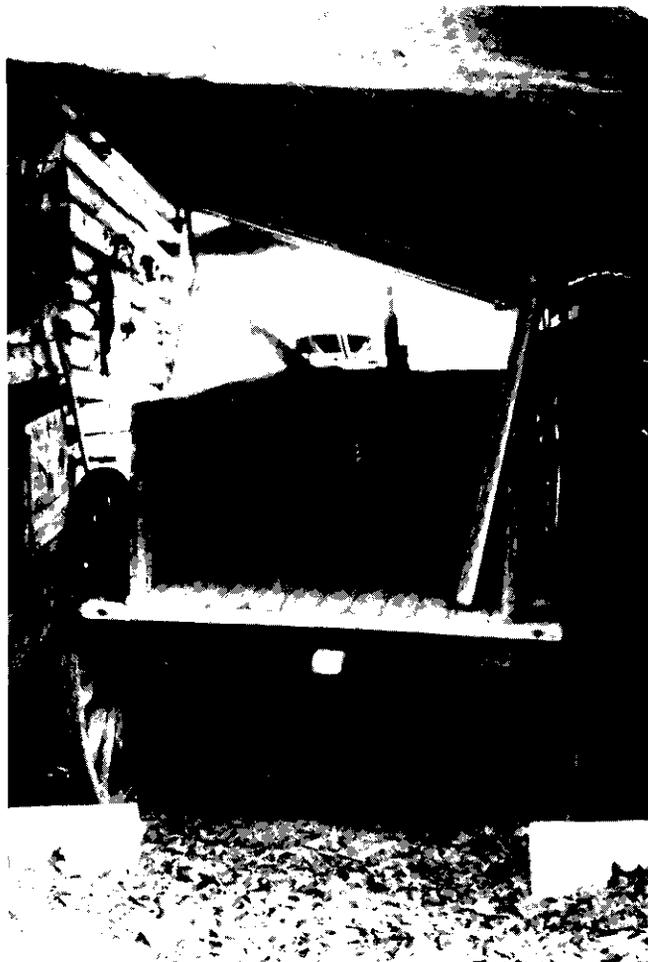
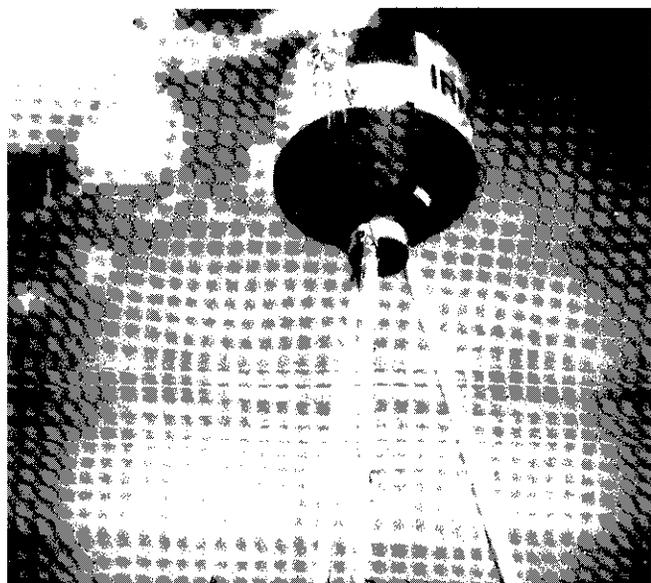


The Model T Ford (above) was the modern way to get around in the Dutch Fork of the 1920s.

(Courtesy Jane Dunbar).

Below, the old water tower served the town until water was tapped from Lake Murray.

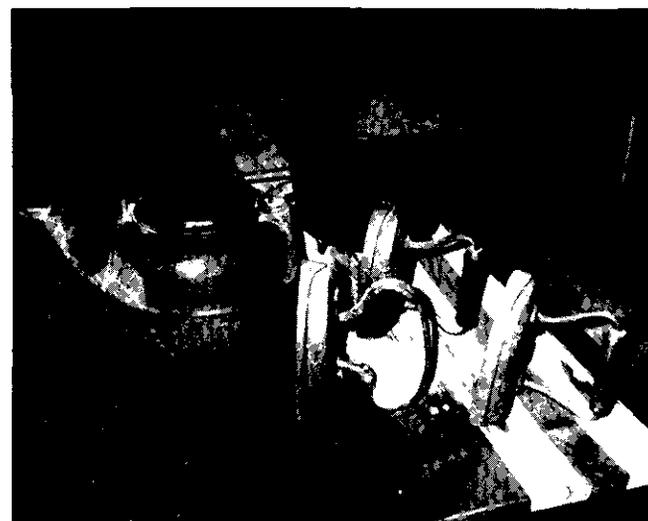
(Courtesy Bill Carter).

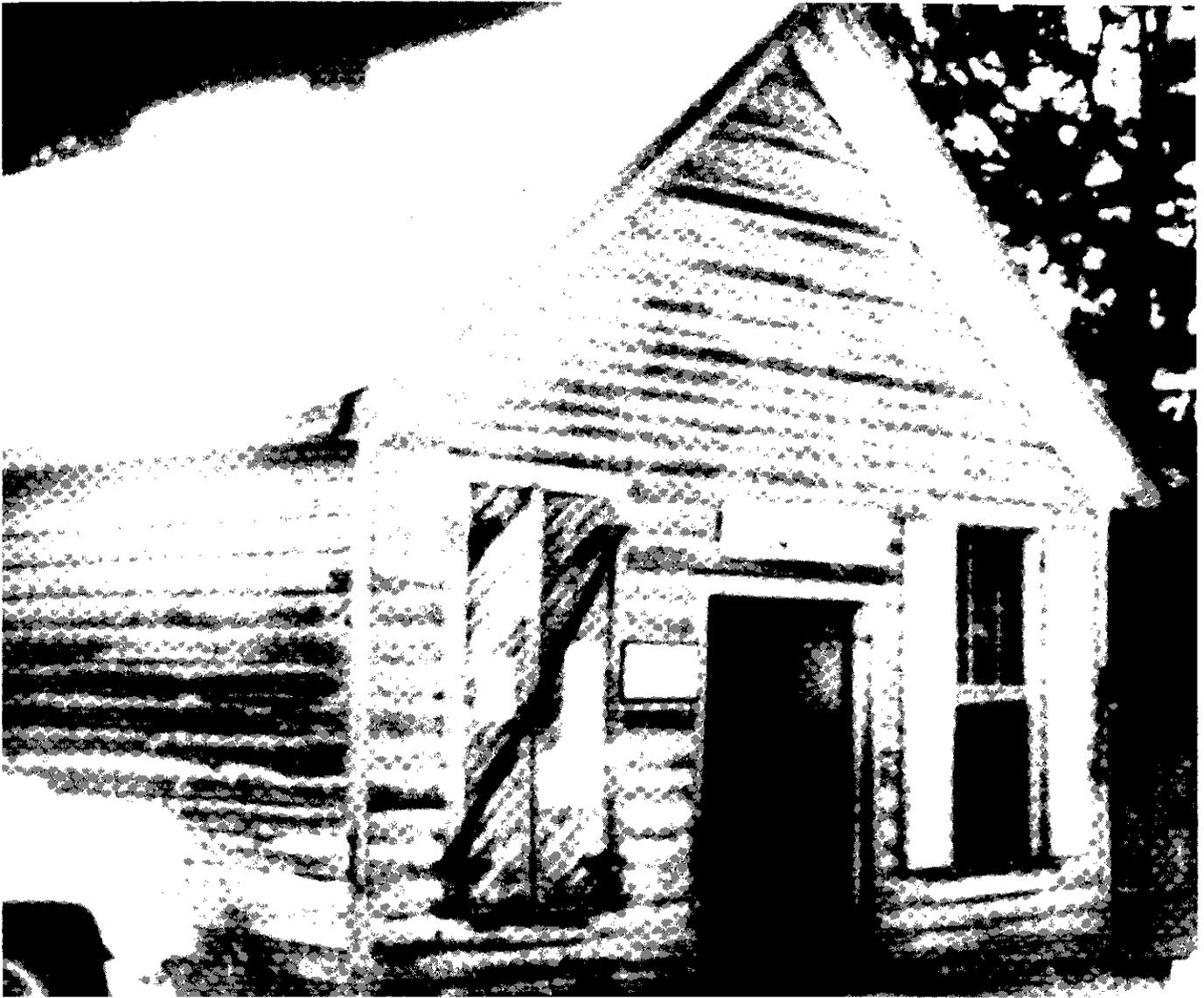


This wagon (above) on the Meetze Place had a place in the Governor's inaugural parade when Carroll Campbell took office. (Courtesy Gene Able).

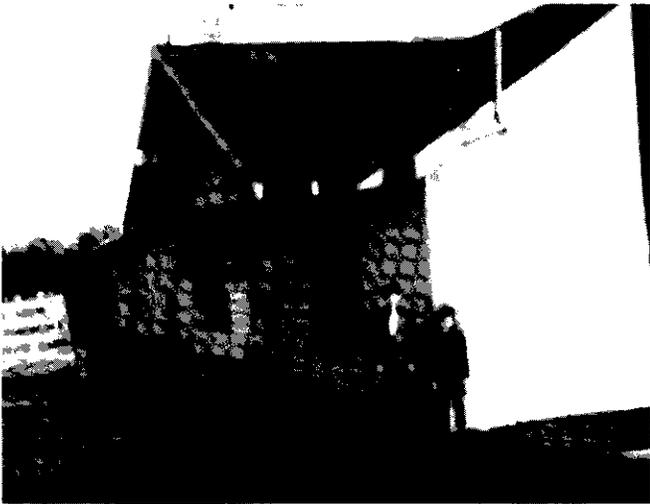
Below, pressing irons, a kettle and galvanized bucket were still in use well into the 20th century.

(Courtesy Jane Dunbar)

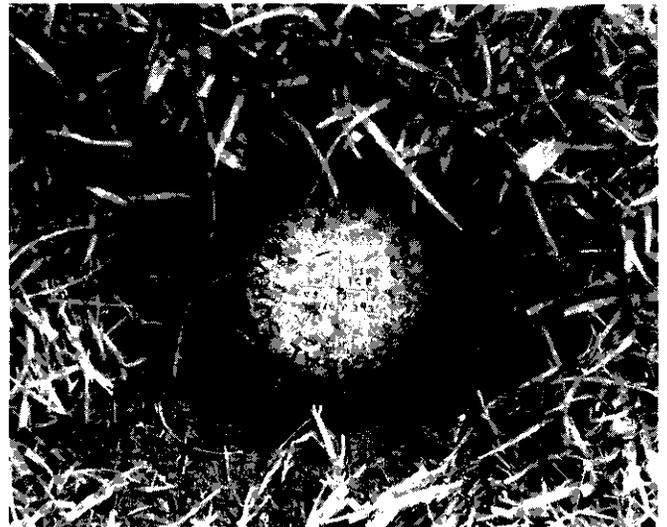




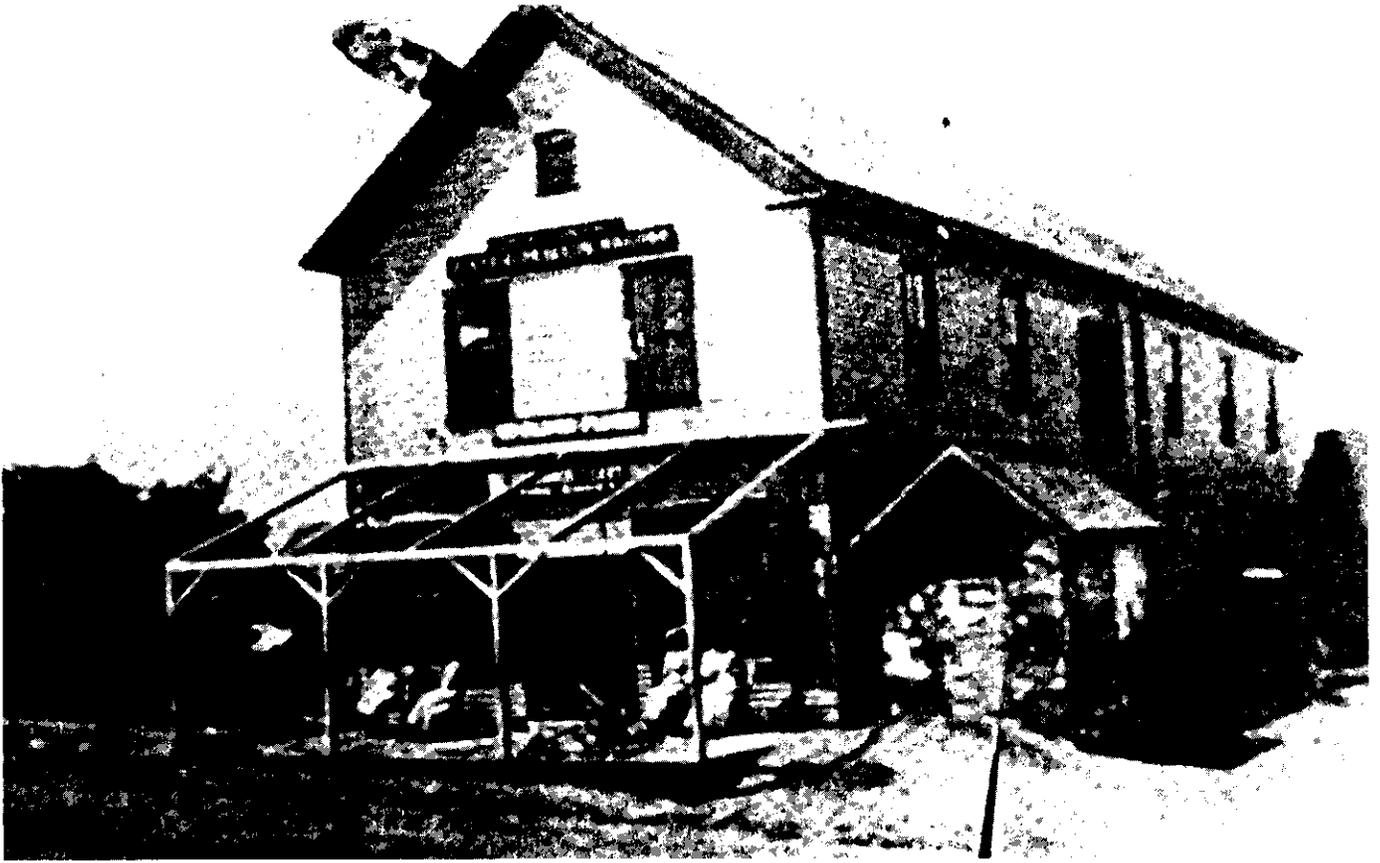
The Irmo Post Office 1914-56 at the corner of Fork and St. Andrews Road. Courtesy Jane Dunbar



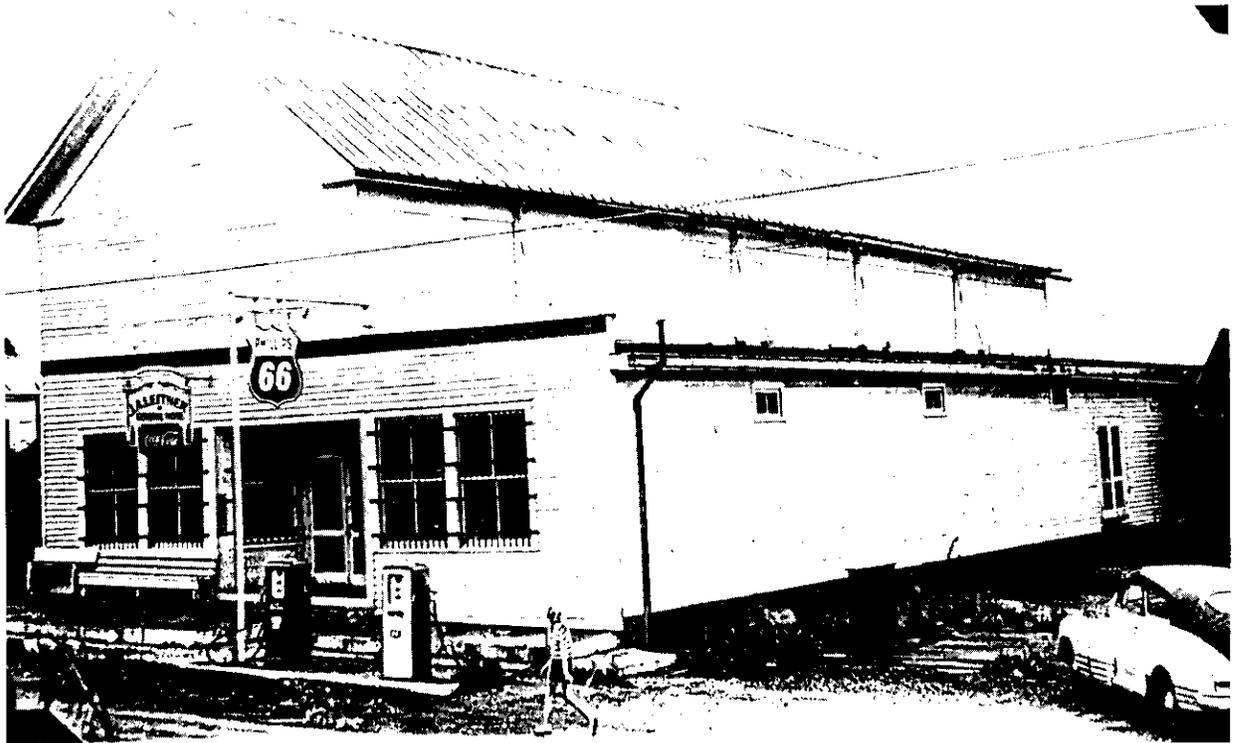
The T.R. Derrick Grocery Store was replaced by a bank. Courtesy Furman Younginer



The U.S. Geological Survey bench mark at the old depot site. Courtesy Jane Dunbar



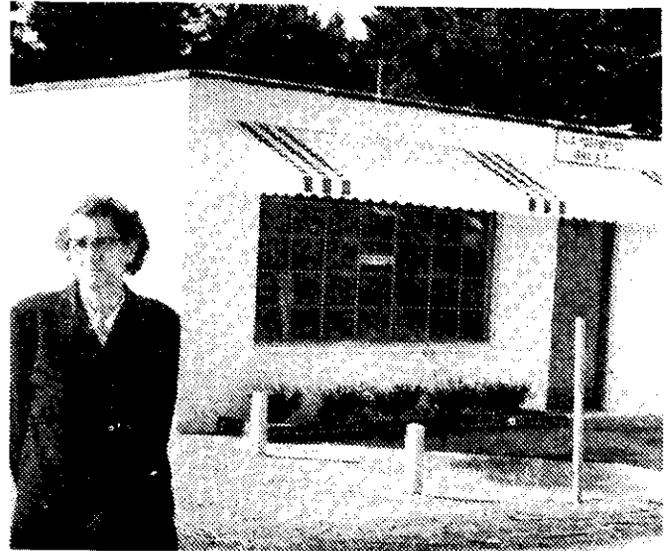
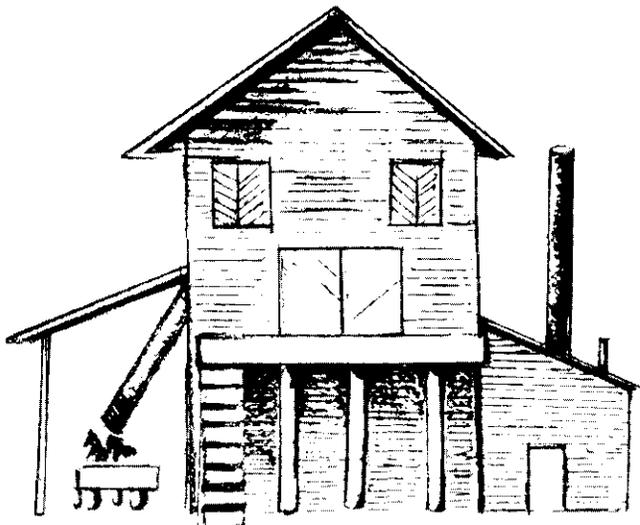
The Lorick Co. store in the early days of Irmo. Courtesy Robert Franklin Lorick Sr.



The Leitner General Store was acquired from the Loricks. Courtesy Robert Franklin Lorick Sr.



The inside of a general store (above) with everything stocked, including flypaper. Below, a sketch of the old cotton gin. Courtesy Jane Dunbar



Sybil Nunamaker Koon in front of the second Irmo Post Office built when she was postmaster. Courtesy Suzanne Looney Newell.



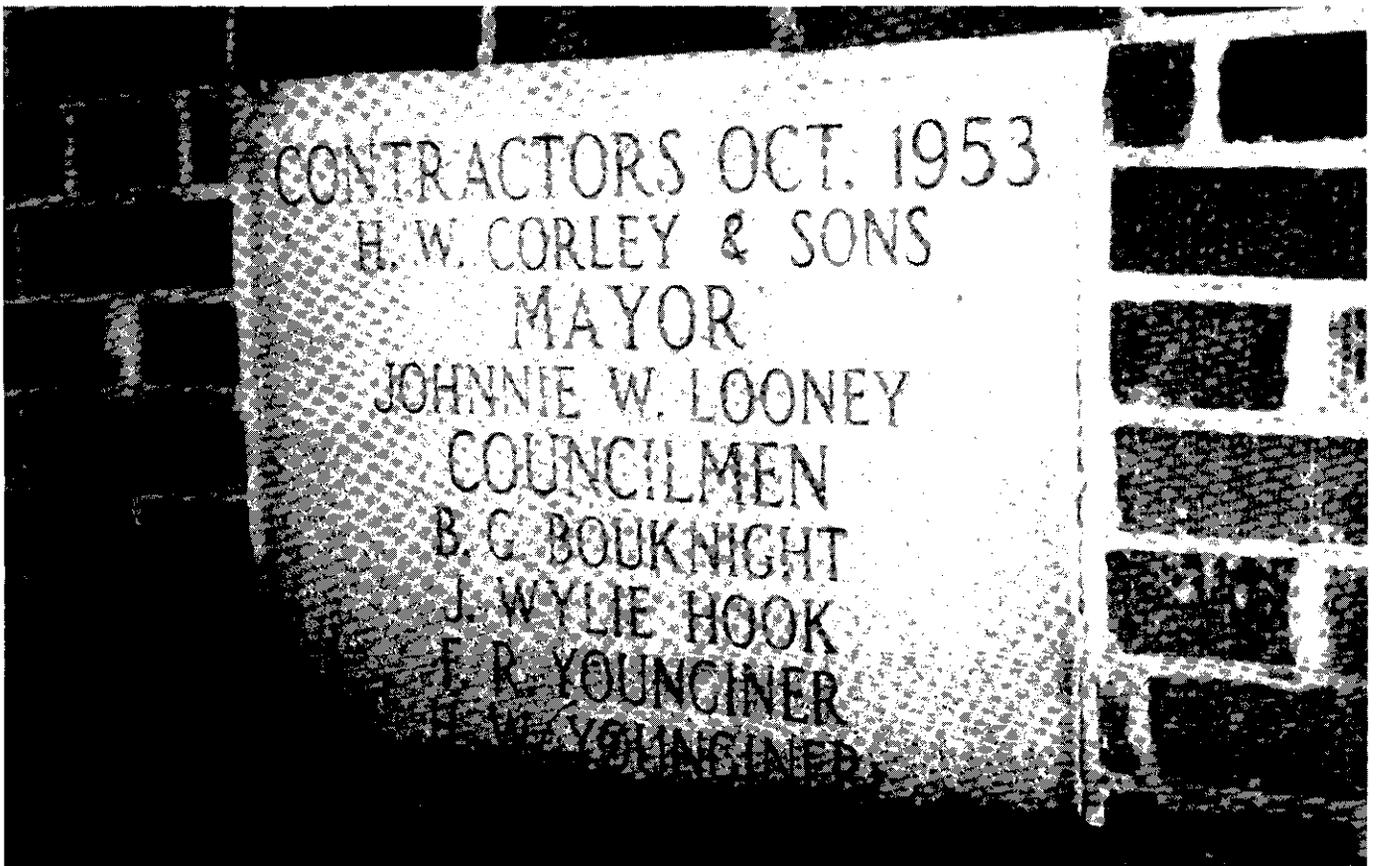
The Weed-Dula Store building housed Irmo's first furniture emporium. Courtesy Furman Younginer



The Mathias-Bouknight Store was leveled in 1976. Courtesy Furman Younginer.



The first Irmo Town Hall built in 1953 and cornerstone. Courtesy Furman Younginer



**Exhibit J**

**Brochures Produced by  
The Greater Irmo  
Chamber of Commerce**



The staff at the Irmo Town Hall includes: (front) Shelley Hucks, Administrative Assistant; Sandra Gilfillan, Clerk of Court; Terri Saxon, Town Administrator; Fred Geiger, Public Services; (back) Kim Stanley, Business License Official; Sandra Tankersley, Clerk / Treasurer; Bob Brown, Project Coordinator; Kathy Davis, Permit / License Clerk; Jeff Derrick, Public Services.

### IRMO, SOUTH CAROLINA

#### TOWN HALL

7300 Woodrow St., Irmo, SC 29063 • (803) 781-7050

**John Gibbons, Mayor**  
**Terri Saxon, Town Administrator**

#### TOWN COUNCIL

**Harvey Hoots • Stan McConkey**  
**Gregg White • Paul Younginer**

*Town Council meets the first and third Tuesday of every month in the Municipal Building at 7:00 p.m.*

*The Greater Irmo Chamber of Commerce meets the second Wednesday of every month, 12:00 noon, at St. Andrews Presbyterian Church, 6952 St. Andrews Rd. For information call (803) 749-9355.*

### AREA SERVICES

(Area Code 803)

TOWN OF IRMO . . . . . 781-7050	BELLSOUTH TELEPHONE
MAGISTRATE	Residential . . . . . 780-2335
Lewellen Haynes . . . . . 781-7584	Business . . . . . 780-2800
IRMO FIRE DISTRICT	WATER . . . . . 733-8270
Mike Sonefeld, Chief . . . . . 781-7652	SEWER . . . . . 733-8615
IRMO POLICE DEPARTMENT	CABLE . . . . . 791-4650
Andy Blackwell, Chief . . . . . 781-8088	TITLES & DRIVERS LICENSE
RICHLAND-LEXINGTON SCHOOL	DMV . . . . . 749-2036
DISTRICT 5 . . . . . 732-8000	RICHLAND Co. TAX
ELECTRIC & GAS	Personal Property . . . . . 748-4955
SCE&G . . . . . 799-9000	Real Property . . . . . 343-5300
ELECTRIC	LEXINGTON Co. TAX . . . . . 359-8217
Mid-Carolina Electric. . . . . 359-5551	SANITATION SERVICES . . . . . 781-7050



Miss Greater Irmo Pageant 1999 (from left) Brittany L. Wright, Miss Irmo Erin R. Gilliam, Christin M. Owens.

### FESTIVALS & EVENTS

- Spring Things Craft Show
- Chamber of Commerce Black Tie Gala – Spring
- Lake Murray Poker Run – Spring
- Irmo Chamber of Commerce Spring Golf Tournament
- Crawfish Jam-Beaux-Ree – Spring
- SummerFest – May
- Miss South Carolina Pageant – July
- Lake Murray Celebration – July
- Pro Football Game – Summer
- Miss Greater Irmo Pageant – August
- Bass Champions Team Trials Regional Championship – September
- Okra Bowl – September
- Okra Strut – September
- (Voted One of the 10 Best Food Festivals in the U.S.)*
- Chamber of Commerce Annual Scholarship Auction – Fall
- Christmas Party and Tree Lighting – Winter



**Greater Irmo Chamber of Commerce**

*"Making Business Better in Irmo"*

### THE GREATER IRMO CHAMBER OF COMMERCE

*Chuck Larsen, Executive Director*

1246 Lake Murray Blvd. • Irmo, SC 29063

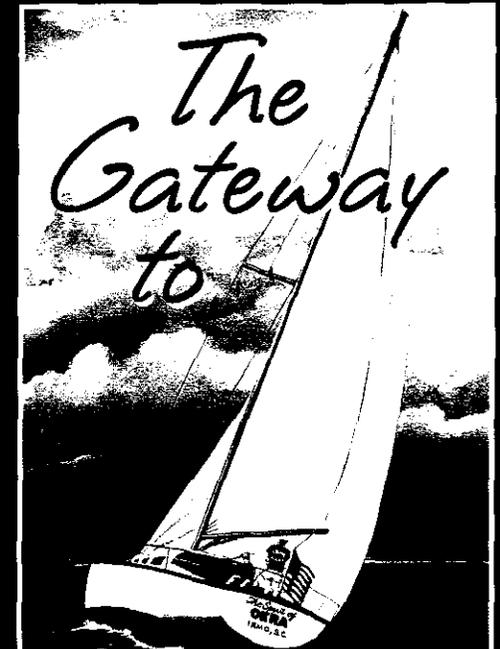
**(803) 749-9355 • FAX (803) 732-7986**

**Web Site: [www.Irmochamber.com](http://www.Irmochamber.com)**

# Irmo

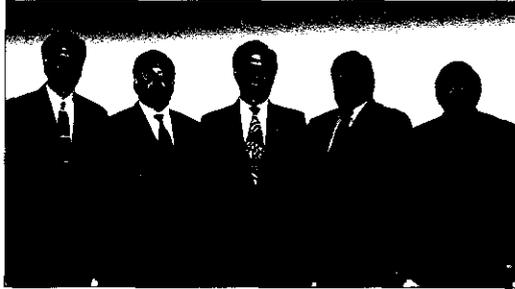
## South Carolina

# The Gateway to

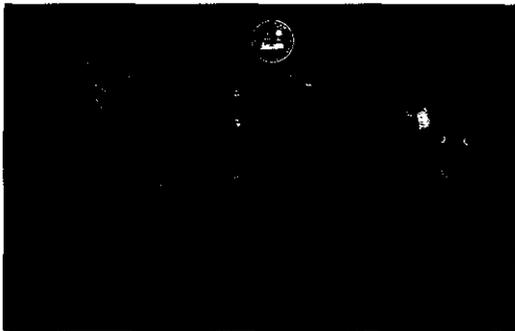


# Lake Murray!

# WELCOME TO IRMO, SOUTH CAROLINA!



Irmo Town Council (pictured from left): Councilmen Paul Younginer and Gregg White; Mayor John Gibbons; Councilmen Harvey Hoots and Stan McConkey.



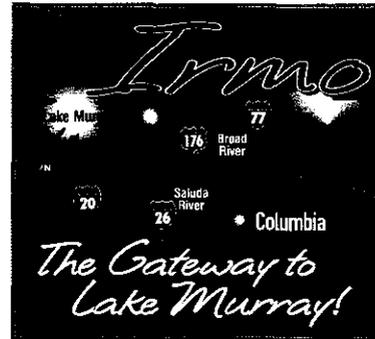
Irmo Police Chief Andy Blackwell and members of the Irmo Police Department.



Members of the Irmo Fire District include (from left): Todd Harvey, Apparatus Operator; Sharon Miller, Fire Inspector; Mike Sonefeld, Chief; Ralph Sellers, Captain; and Rusty Jennings, Firefighter.

## A MESSAGE FROM MAYOR JOHN GIBBONS

Welcome to the Town of Irmo and the Great State of South Carolina. We are proud of our community and we want to share it with you. A progressive town, Irmo has many positive changes currently underway and scheduled changes for the future. Our local School District 5 is top-ranked in the state for standardized testing scores and is ranked well above the national average. Residents enjoy a taste of each season with moderate temperatures year-round. Known as the "Gateway to Lake Murray," Irmo attracts many tourists who travel our Lake Murray Boulevard from I-26 to the man-made earthen dam that forms Lake Murray from the waters of the Saluda River.



As you explore the wide range of amenities offered by the Town of Irmo, we know you will embrace our community as your own.



The annual Okra Strut Festival parade, seen by over 75,000 people each year.

## LOCAL GOVERNMENT

### COUNTY

The Town of Irmo falls within both Lexington and Richland counties. Both counties provide police/fire protection and other services to unincorporated areas. For information on Lexington County call 359-8000 and Richland County call 748-6000. County government consists of a County Administrator and nine council members who serve a four-year term.

Irmo's representatives for Lexington County are: Johnny Jeffcoat, Councilman; Art Brooks, County Administrator; André Bauer, State Representative. Irmo's representatives for Richland County are: Buddy Meetze, Councilman; Cary McSwain, County Administrator; Rick Quinn, State Representative. State Senators are Joe Wilson and John Courson.

### MUNICIPAL

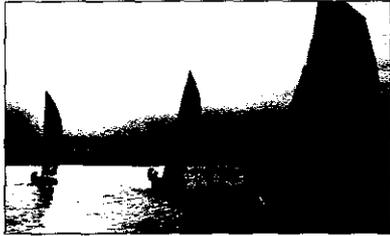
Irmo's town government has a four-year term and consists of a Council of five members. The police department operates 20 patrol vehicles and houses a staff of 16 sworn personnel, six volunteer reserve officers and two office personnel. The fire department consists of a permanent staff of 17 and a volunteer staff of 20. It houses three Class A pumpers, one 95-foot aerial platform, one rescue vehicle and three support vehicles.



The Irmo Town Hall decorated for Christmas.

The Town of Irmo Representatives: John Gibbons, Mayor; Paul Younginer, Councilman; Harvey Hoots, Mayor Pro-Tem; Stan McConkey, Councilman; Jake Moore, Town Attorney; Gregg White, Councilman; Andy Blackwell, Chief of Police; Mike Sonefeld, Fire Chief; Terri Saxon, Town Administrator.

## IRMO SCRAPBOOK



*A sunset sail on Lake Murray.*



*The Greater Irmo Chamber of Commerce float in the Irmo Okra Strut Parade.*



*The Okra Bowl benefits Irmo and Dutch Fork High Schools.*



*Irmo Mayor John Gibbons and his wife Linda talk with U.S. Senator Strom Thurmond.*



*Irmo's Coldstream Country Club, one of the many fine golf courses that can be found within a short drive of Irmo.*



*Fishing the waters of beautiful Lake Murray.*



*The Olympic Torch passed through Irmo on its way to the 1996 Atlanta Olympic Games.*

## A BRIEF HISTORY

Located off the shore of Lake Murray and only ten miles from Columbia, the capital of South Carolina, Irmo was a sleepy little town of around 500 people in the early 1970s. Today, Irmo is one of the country's most sought after places in which to live.

The Cherokee Indians first roamed the waterways and woodlands of this area following the Cherokee Trail in central South Carolina. Later, German and Swiss immigrants were the first Westerners to settle the area bounded by the Broad River and Saluda River and extending to the Newberry county line. These "Deutsch" (Germans) discovered the Dutch Fork area in the mid 18th century having received land grants of approximately 200 acres each from the King of England. Small, self-sufficient farms were established in spite of the rocky, red clay which was unsuitable for plantation farming. Homes were simple structures of unpainted heart of pine.

The tranquility of this small, neighborly community was devastated by General Sherman's historic "march to the sea" during the Civil War. Looting, burning, slaughter and destruction defined the month of February in 1865 for the Dutch Fork inhabitants.



One of the few antebellum homes to survive Sherman's march is the Lorick home (pictured above), which was set ablaze more than once but was saved by its owners. This historic home was moved from its original site on St. Andrews Road to its present location near the intersection of Lake Murray Blvd., (Highway 60), and Highway 6 near the Lake Murray dam. It serves as the offices and information center for the Lake Murray Tourism and Recreation Association.

The origin of Irmo tells the story of the railroad's influence. Irmo was incorporated in 1890 and flourished along the tracks of the Columbia, Newberry and Laurens railroad on the high ridge between the rivers. The town was named by combining the first two letters of the names of two railroad company men: C. J. Iredell and H. C. Moseley.

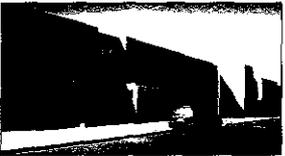
A quarter of a century later, the largest earthen dam in the world (at that time) was built across the Saluda River, forming Lake Murray. The dam, along with the construction of I-26 adjacent to Irmo in the late 1950s, made possible the continuing rapid growth of the greater Irmo area. Beautiful Lake Murray provides much sought after real estate along its 520 miles of shoreline and provides a recreational paradise for the residents of Irmo - truly the "Gateway to Lake Murray."

## A GREAT PLACE TO LIVE

The Town of Irmo's administrative offices are located on Woodrow Street in the Mathias/Lown house.

Part of the award-winning School District 5 of Lexington & Richland Counties, Irmo educates its young people at ten elementary schools, four middle and three high schools

Irmo is served by Midlands Technical College with its continuing education division located on Harbison Campus.



An annual event, the Okra Strut is a parade and festival used for a variety of community projects. Thousands come to Irmo in the early fall for a weekend of live music, arts and crafts displays, and an okra eating contest. The Green Giant, Okra Man, also makes his yearly visit, eagerly agreeing to be photographed with visitors to the Irmo fair.

Irmo means excellent schools, municipal services, recreational opportunities, health services, and dynamic businesses such as those located in High Pointe Centre, Seven Oaks Shopping Center, Irmo Station, Irmo Village, Quail Valley Plaza, Friarsgate Plaza, Shoppers Walk, Murraywood Centre and the regional shopping mall Columbiana Centre.

The Riverbanks Zoo, State Museum and Koger Performing Arts Center are but a few of the many cultural and recreational attractions of the Greater Irmo area.





## THE GREATER IRMO CHAMBER OF COMMERCE

The Greater Irmo Chamber of Commerce serves as the Official Welcome Center for the Town of Irmo. Housed on Lake Murray Blvd., the Gateway to Lake Murray, the chamber provides a wealth of information to current businesses, residents and newcomers to the greater Irmo area.

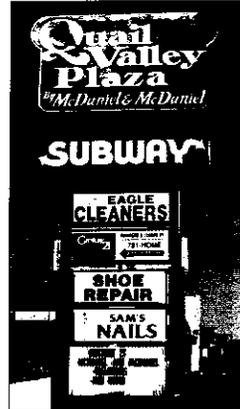
Formed in 1994 with fewer than 70 members, the chamber now has over 300 members serving the Irmo community. Current activities sponsored or supported by the Greater Irmo Chamber of Commerce membership are: fund raising events for local high school scholarship programs including a golf tournament and silent auction, tracking Irmo's history, the Miss Greater Irmo Scholarship Program and the Okra Strut.

### Vision and Purpose

The Greater Irmo Chamber of Commerce is organized to achieve the objectives of promoting business

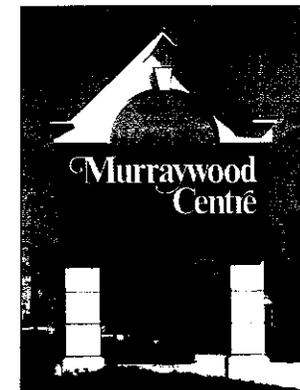


## A GREAT BUSINESS LOCATION



The Greater Irmo Public Library.

and community growth and development by: promoting economic programs designed to strengthen and expand the income potential of all businesses within the trade area; promoting programs of civic, social and cultural nature which are designed to increase the functional and aesthetic values of the community; and discovering and correcting abuses which prevent the promotion of business expansion and community growth.



# Welcome To **IRMO**



SOUTH CAROLINA

# South Carolina

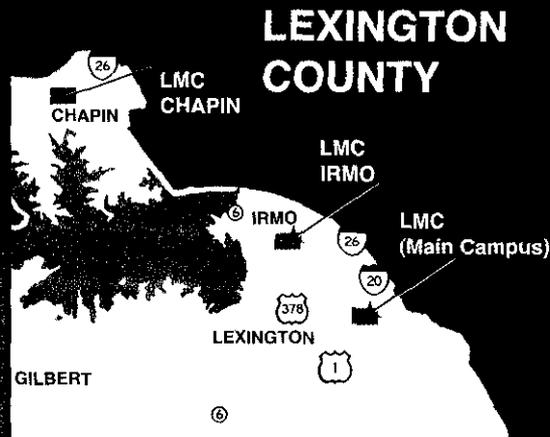


Greater  
Irmo Chamber  
of Commerce

*"Making Business Better in Irmo"*

**(803) 749-9355 • Fax: 732-7986**  
**1246 Lake Murray Blvd.**  
**P.O. Box 1246 • Irmo, SC 29063**

# Complete



is located throughout Lexington County. These facilities are designed to provide immediate treatment for minor illnesses and injuries at a site that may be more accessible than our main campuses.

Lexington Medical Center Irmo located on St. Andrews Road, provides outpatient surgery, women's imaging services, urgent care and x-ray and laboratory facilities. Lexington Medical Center Chapin located on Columbia Avenue, off I-26 offers urgent and primary care, family medicine, internal medicine, OB/GYN, pediatric care, x-ray and laboratory services. Our medical centers now ensures your family superior health care when they need it,



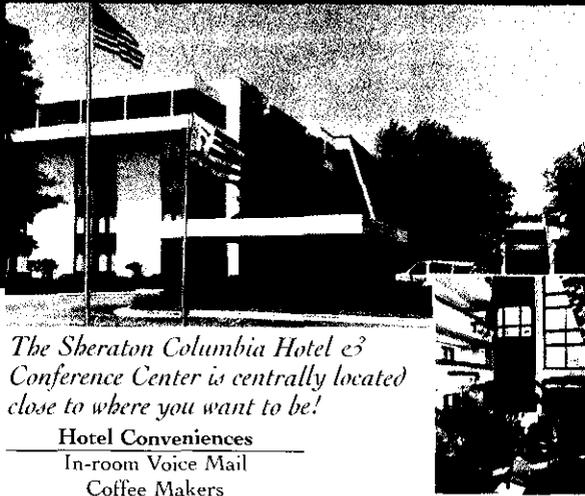
**LEXINGTON  
MEDICAL CENTER**

*Your partner for health and wellness™*

**In Irmo please call 749-0924**

**In Chapin please call 932-0655**

# Close & Convenient



*The Sheraton Columbia Hotel & Conference Center is centrally located close to where you want to be!*

#### Hotel Conveniences

In-room Voice Mail  
Coffee Makers  
Irons/Ironing Boards  
Premium TV Channels  
Free USA Today  
Fitness Center w/Sauna & Whirlpool  
Indoor & Outdoor Pool  
Free Airport Shuttle  
Andrew's Restaurant  
Remington's Nightclub  
Spirits Lounge



#### Within A Short Drive

Movie Theatres  
Shopping  
Parks  
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# History Of IRMO

Irmo is the place to be - now and into the 21st Century. Having developed as a serendipitous meeting place of rivers, Indian trails, railroads and interstate highways, it is situated on the shores of Lake Murray only ten miles from Columbia, the capital of South Carolina.

Location, history and people have inspired a tradition of excellence culminating in a suburban success story. As recently as the early 1970's, this was a sleepy little town of around 500 people. Today Irmo is one of the most sought after places in which to live.

The Cherokee Indians first roamed the waterways and woodlands of this area, following the Cherokee Trail in Central South Carolina along the west bank of the Saluda River. Spanish explorers passed through in the 1500's.

German/Swiss immigrants were the first west-erners to settle the area bounded by the Broad and Saluda Rivers and extending to the Newberry County line. These "Deutsch" (Germans) discovered the mis-named "Dutch Fork" in the mid-1700's, having received from the English King land grants of approximately 200 acres each. Small, self-sufficient farms were established in spite of the rocky, red clay which was unsuitable for plantation farming. Homes were simple structures of unpainted heart of pine.

The neighboring community's peace was devastated by General Sherman's March to the Sea. Looting, burning, slaughter and destruction defined February, 1865, for Dutch Fork inhabitants. One of the few antebellum homes to escape Sherman was the Lorrick Home, whose owners extinguished the fire the departing officers set as they broke encampment there. This historical house is now located near the intersection of Lake Murray Boulevard (Highway 60) and Highway 6 and is used as the Lake Murray Tourism office.

The origin of the place name "Irmo" tells the story of the railroad's influence. The town was incorporated in 1890 and grew up along the tracks of the Columbia, Newberry and Laurens railroad on the high ridge between the rivers. The site was chosen because it was the precise distance from Columbia for refueling the wood-burning locomotives. The town was named by combining the first two letters of the names of two railroad company men, C.J. Iredell

and H.C. Moseley.

The next major change for Irmo occurred a quarter of a century later when the largest earthen dam in the world was built across the Saluda River. This dam formed the lake which came to be called Lake Murray, after William S. Murray, one of the dam's engineers. Heavy equipment and construction supplies came in by rail through the Irmo station.

The modern-day event causing Irmo's rapid development was the construction of I-26 adjacent to Irmo about 1960 and the intersection of I-20 a few years later. Once again, location was important to destiny.

Formal education began here in the 1800's with a one-room school located near the present Irmo Elementary School. Now part of the award-winning School District 5 of Lexington & Richland Counties, Irmo educates its many talented young people at six elementary schools, two middle schools, Irmo and Dutch Fork High schools. Midlands Technical College is also located in Irmo on the campus of the former Harbison Junior College. The town's administrative offices are located on Woodrow Street in the Mathias/Lown house. It was moved to its present site and restored as part of the Centennial Celebration in 1990.

An annual event, the Okra Strut is a parade and festival used for a variety of community projects. Thousands come to Irmo in the early fall for a weekend of live music, arts and crafts displays and an okra eating contest. The Green Giant, Okra Man, also makes his yearly visit, eagerly agreeing to be photographed with visitors to the Irmoese fair. Travel & Leisure magazine named the Okra Strut as one of the top 10 Food Festivals in the U.S.A.

Today, Irmo means excellent schools, municipal services, recreational opportunities, health services and dynamic businesses such as those in and around Columbiana Centre, a regional shopping mall and the largest in the Midlands. Over 300 members comprise the rapidly growing Irmo Greater Chamber of Commerce, which is focused on the future development of Irmo. The Greater Irmo Chamber of Commerce operates a Tourist/Information Center at 1246 Lake Murray Boulevard - Maps, brochures and development information are available as well as a promotional video of the Greater Irmo Area.

(803) 749-9355



WOMEN'S CLUB, OKRA STRUT, ETC.

On the evening of March 1, 1960, a small group of women of the Lake Murray-Irmo community met at the home of Mrs. L. W. Thomas to take steps to organize a women's club. A few weeks later, Mrs. Thomas was elected president of the Lake Murray-Irmo Women's Club.

The club was immediately successful with its sponsorship of a youth center and later won numerous awards from the Federation of Women's Clubs.

The biggest and most important project came along in 1972 when the club began promoting a new branch library for the Irmo area. Architect Alan Marshall drew up the plans and a two-acre site was purchased by the club. Over the next couple of years, the club campaigned to raise \$150,000 to build the Irmo Branch Library. In a way, this effort gave birth to the Okra Strut. Today-Irmo has a new multi-million dollar Library.

The first festival was a modest little affair held indoors at Seven Oaks Park. Gene McKay's fabrication of an "Irmese culture" of short people who farmed and lived off okra inspired the name of the event. It wouldn't remain a small-time affair long, however. In 1978 a parade was added, and McKay was the Grand Marshal. In 1979, it went outdoors completely and more than 30,000 people were in attendance at the weekend event staged in early October.

In 1980, the first annual Okra Strut Bowl, pitting the home standing Irmo Yellow Jackets and North Augusta, was held in W. C. Hawkins Stadium. That was also the year the Irmo Branch Library was completed.

Since its humble beginnings the Okra Strut has outgrown its original sponsors and now is planned and executed by the Okra Strut Commission, a cooperative venture between the town, the Chamber of Commerce and civic clubs. It still, however, raises funds for community projects, the most recent associated with the town's beautification efforts.

The annual Okra Strut was recognized as one of the "Best Ten Festivals in the Southeast" and drew over 80,000 people to Irmo during the last Saturday in September. The Miss Greater Irmo Pageant is the highlight of the festival.

## HARBISON REGIONAL SHOPPING CENTER

Columbiana Centre Mall is the largest and finest regional mall in the state of South Carolina. Columbiana's shops, services and diverse range from "The Gap," "The Limited," "Eddie Bauer's" and "Lourie's" to department store giants such as Sears, Parisian, Dillard's and Belk's.

The mall boasts nearly 200 shops, restaurants and niche specialty stores for your shopping convenience.

The Harbison Regional Shopping Area is located at I-26 and Harbison exit at 100 Columbiana Circle.



## LAKE MURRAY

The first important development in the history of Irmo, of course, was the railroad. Had it not been for the railroad, the town probably would not have been founded until the second important development came along - the construction of the Lake Murray Dam Project.

In February of 1927, a permit request was submitted to the Federal Power Commission in Washington by a water company in Lexington to construct a mile-and-a-half wide dam that would stand 208 feet high.



The project had been in the works for several years. In 1925, two dams, nine miles apart were proposed.

Then came a proposal from a New York firm called Murray and Flood, which made a study and found that a single large dam at Dreher Shoals would back the water up to the 360-foot topographical contour and cover the Bear Creek Shoals area. Power could be produced in a greater quantity at lower cost, making this project more feasible than two separate dams.

The commission liked the new single-dam plan and granted the application on July 8, 1927. Apparently, that was a mere formality as the initial work in clearing land had already begun. The developers had to go about the complicated procedure of obtaining 1,100 parcels of land occupied by about 5,000 people and totaling about 100,000 acres. Three churches, six schools and 193 graveyards containing 2,323 graves were relocated.

Lake Murray played its role in the war, offering up some of its hundreds of islands to be used as bombing ranges. One of those islands today is still known as Bombing Range Island, and another called Bomb Island. B-25 Bombers based at the West Columbia Army Air Base (at the approximate location of Columbia Metropolitan Airport today) routinely made bombing runs over the islands as part of training exercises.

Shortly after the Japanese struck at Pearl Harbor, Col. Jimmy Doolittle brought his units into the base and began preparing for counteraction against the enemy. Pilots had to learn to get their planes airborne from short runways to approximate conditions of takeoff from an aircraft carrier. A special runway was built in the vicinity of Black's Bridge near the upper part of the lake for that purpose as well.



Over a three-year period of construction, more than 4,000 people were employed by the project. That meant an economic boom and a miniscule unemployment rate for Lexington County.

This dam was perhaps the most ambitious engineering project to date in South Carolina. It was a far cry from the simple grist mill that John Dreher built near that site on the Saluda River in the late 18th century.

## OTHER AREA POINTS OF INTEREST

### South Carolina's State Museum

Under one roof, you'll experience the Palmetto State from the mountains to the sea - its art, history, natural history, science and technology. Whatever your interest, you'll find four large floors of exhibits to explore and enjoy. In fact, the museum is located inside its largest artifact - the historic Columbia Mill building, which opened in 1894 as the world's first totally electric textile mill.

### University of South Carolina

The University's visitor center is located in Columbia, South Carolina on the corner of Assembly and Pendleton streets within walking distance of the State House.

The University of South Carolina first opened its stores to students in 1801. The Horseshoe, site of the original campus, is still the heart of the University. It is composed of 11 restored nineteenth-century buildings, many of which serve the same functions as when they were originally built.

More than 26,000 students from all 50 states and 113 foreign countries are enrolled on the Columbia campus.

### Riverbanks Zoological Park & Botanical Garden, Columbia, SC

A visit to Riverbanks Zoo & Garden offers experiences as diverse as a diving expedition on a Pacific coral reef to a safari through the plains of Africa to an early morning cow-milking at the Farm. More than 2,000 animals thrive in recreated natural habitats with no bars or cages. Named as one of the ten great zoos in the United States, Riverbanks is dedicated to the conservation of the earth's flora and fauna. Saluda Shoals Park is under construction on the Saluda River and will serve the Greater Irmo area.